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HOUSATONIC SUNK BY RAIDER U-53

"Regards to America," Shouted Lieut. Hans Rose as Submarine Dove

It was the U-53, Newport visitant and Nantucket Shoals marauder, that sank the American freighter Housatonic on February 3, according to Thomas A. Ensor, captain of the freighter, who arrived here yesterday on the Orduna. The dapper and ever courteous Lieutenant Hans Rose, whose captivated beard and charming manners won Newport at first sight, was as urbane as ever, Captain Ensor declared.

"Here comes your taxi, captain," Rose sang out to the crew of the Housatonic as they rocked in their boats after German bombs had sunk their ship. "I'll signal him to come closer." The "taxi" was the British patrol boat *Salvatore*, which rescued Ensor and twenty-six of his crew, coming upon them eleven miles southeast of Bishop's Rock Light.

Obeys U-Boat's Orders

The Housatonic was bound from Galveston to Liverpool with a cargo of grain, Captain Ensor stated. Everything went well until the afternoon of February 3, when a large submarine dove into view and signalled the Housatonic to stop.

"I was on the bridge," said Captain Ensor, "and ordered the Housatonic full speed astern, in compliance with the submarine's demands. A few moments later a small boat put off from the side of the submarine and brought one officer and three seamen, who climbed aboard."

"He ordered me to bring the ship's papers to the submarine for examination, which I did. As I approached the side I was greeted by a tall young Englishman, by his slight figure and van Dyke beard I recognized him immediately as Lieutenant Hans Rose, whose picture I had frequently seen in the papers, after the U-53 made her sensational entry into Newport last summer."

Given Hour to Get Off

"He had me come aboard, and, after he examined my papers, which showed that my cargo consisted chiefly of wheat for the Allies, he said: 'I am afraid I'll have to sink you. I have no other choice in the matter, since you carry contraband.' He gave me an hour to return to the Housatonic and gather my effects."

"I returned to the Housatonic and ordered the crew to take to the boats after they had gathered their belongings. We left well inside the time limit accorded us by Lieutenant Rose, and a few moments later two of the crew, who had planted bombs in her engine room, also left. Two heavy explosions followed, and the Housatonic sank, with the American flag still flying at her taffrail."

"The submarine took our three boats in tow, after first giving us several life preservers marked U-53. She towed us for nearly an hour, when a British patrol boat put in an appearance."

Stirs Up the Driver

"The submarine slowed down, and Lieutenant Rose called: 'Here comes your taxi, captain. I'll leave you now; but just to make sure the driver sees a flare in the offing, I'll stir him up a bit.'"

"Accordingly the submarine fired a shot from his bow gun, and at the sound of the firing the patrol boat *Salvatore* headed in our direction and sped toward us. Before he had approached more than two miles the U-53 had submerged out of sight. Lieutenant Rose waving a final goodbye just before the hatch on the conning tower was closed. 'Give my regards to America,' was his final parting. The *Salvatore* picked us up and took us to the nearest British port."

U. S. DEMANDS AUSTRIA'S PLANS IN U-BOAT WAR

Note Asks Bluntly if Vienna Intends to Keep Ancona Pledge

EMPEROR PERSONALLY IS TOLD OF MESSAGE

Foreign Minister Goes to Ruler After Conference with Penfield

London, Feb. 20.—Frederic C. Penfield, American Ambassador at Vienna, is said by Reuters' Amsterdam correspondent to have delivered to the Austro-Hungarian Foreign Minister a request for a clear and final definition of Austria-Hungary's attitude regarding submarine warfare.

The Amsterdam dispatch says that, according to a telegram from Vienna, Mr. Penfield handed an aide memoire to-day to the Foreign Minister, requesting clear and final information as to what standpoint the Austro-Hungarian government has assumed regarding submarine warfare, and whether the assurances given on the occasion of the Ancona and Persia incidents are to be regarded as changed or withdrawn.

The Foreign Ministry, the dispatch says, will submit the aide memoire to a thorough examination and then make a reply.

A Central News dispatch from Zurich to-day says:

"The Austrian Emperor has given a long audience to Count Cernin, the Minister of Foreign Affairs, who previously had a conference with Frederic C. Penfield, the American Ambassador."

Austria's Pledge Recalled

Following is the text of the American aide memoire as forwarded by Reuters' Amsterdam correspondent:

"In Note No. 4,167, of December 9, 1915, the American government laid down the points of view whereby it was guided regarding the activity of submarines in naval warfare. These points of view were on an earlier occasion clearly expressed to the German government, and the United States government was of the opinion that the Austro-Hungarian government was acquainted therewith."

"The Austro-Hungarian government replied with Note No. 5,735, of December 14, 1915, wherein it declared it had neither adequate knowledge of the exchange of ideas which had taken place between the United States and Germany, nor was it of the opinion that even complete knowledge would suffice for judgment in regard to the Ancona incident, as the questions arising from this incident bore a different character."

"Nevertheless, the Austro-Hungarian Foreign Ministry declared in Note No. 5,849, of December 21, 1915:

"As regards the principle set up in the very esteemed note that enemy private ships, provided they do not flee or offer resistance, should not be destroyed before the passengers are placed in safety, the Austro-Hungarian government is in a position to assent in the main to this view of the Washington Cabinet."

"Further, the Austro-Hungarian government on the occasion of the sinking of the steamer Persia, in January, 1916, declared that, although not informed regarding this incident, it would be guided by the principles whereby it agreed to the Ancona affair should events prove that responsibility falls on Austria-Hungary in this matter."

"Simultaneously with the communication from the German government on the 10th of January, 1916, the Austro-Hungarian government declared that every merchant ship which for whatever purpose was armed with a gun forfeited by this declaration the character of a peaceful vessel, and that in consideration of these circumstances the Austro-Hungarian naval forces had received orders to treat such vessels as corsairs."

"In conformity with this declaration ships whereon were American citizens were sunk in the Mediterranean, presumably by Austro-Hungarian submarines. Some of these ships—for example, the English steamer *Welsh Prince*

Britain Masses Farmers To Offset U-Boat War

Speeding Up of Food Production Answers Hollweg—German Drive at Ypres Expected in Conjunction with Submarine Effort 'to Turn Allies' Left Flank'

By ARTHUR S. DRAPER

(By Cable to The Tribune)

London, Feb. 20.—A year ago to-morrow Germany began the Verdun offensive; three weeks ago she announced the beginning of her offensive at sea, primarily intended to cripple England, just as Verdun was expected to prove the death blow of France.

Though Verdun sorely tested France, she stood firm; though the submarine campaign may hamper England, it will not break her.

Farmers Will Decide War

In the words of Helfferich, "the war will be decided in the fields of Britain." Rowland E. Prothero, president of the Board of Agriculture, gave Britain's reply to-day when he told the farmers: "You will have a lot of men, probably most of them untrained, and you have got to make the best of them, as Kitchener made the best of the unpromising material he transformed into one of the finest armies the world has ever seen."

Thus the campaign of 1917 must be considered in its first stages, for economic warfare must play an almost equal part with fighting on the battlefield.

Call for Clear Explanation

"At the same time as the German declaration of January 31, 1917, which described certain portions of the sea off the coasts of Entente countries as exposed to danger from submarines, the Austro-Hungarian government made known that Austria-Hungary and her allies as from February 1 would prevent with all available means shipping within the defined barred area."

"The foregoing it can be concluded that the assurance given on the occasion of the Ancona case and renewed on the occasion of the discussion of the Persia case is in all material respect the same assurance contained in the note of the German government of May 4, which reads: 'In conformity with the general principles of international law concerning the holding up, search and destruction of merchant ships, such ships will not be sunk either inside or outside that portion of the sea which has been declared a naval war zone without previous warning and without taking human lives, unless such ships are endeavoring to offer resistance'; and that this assurance is more or less altered by the declaration of the Austro-Hungarian government of February 16 and January 31."

"Since the United States government is in doubt regarding the meaning to be attached to these declarations, especially the last, it desires to be finally and clearly informed of the standpoint which the Austro-Hungarian government adopts in these circumstances, and also whether the assurance given in the Ancona and Persia cases is to be regarded as changed or withdrawn."

Austria Considers U. S. Submarine Note Vague

Vienna, Feb. 21.—The inquiry of the United States regarding Austria-Hungary's attitude in connection with Germany's submarine warfare is considered vague in official circles. It is stated that the reason for this is that the notes mentioned in the American communication were not intended to tie the hands of the Austro-Hungarian government in the future, but dealt entirely with the past.

Austria with Germany on Sea War, Says Berlin

Berlin, Feb. 20.—While the official text of the memorandum handed by Ambassador Penfield to the Austro-Hungarian Foreign Minister is not yet known here, the purpose of the note is apparently well understood. It is authoritatively stated that the Dual Monarchy is one with Germany in its determination to carry out the unrestricted submarine campaign, in which it is already actively operating in the Mediterranean blockade zone.

It is confidently asserted that Austro-Hungary will not recede in the slightest degree from the position jointly assumed with Germany.

Neutrals Are Suffering

Germany is able to act with the greatest secrecy, because practically all communication has been cut off since her submarine threat and the subsequent severance of relations with America.

As was anticipated, Holland and the Scandinavian countries have begun to feel the pinch. The early shortage of grain in all four countries is becoming so acute that bread regulations either have been introduced already or are about to be introduced.

These European neutrals will soon reach a state closely approximating conditions in Germany. So long as their ships remain in port they must suffer more severely than the Allies, for the neutrals are dependent almost entirely upon commerce for their food.

FAMINE EXCUSE FOR U-BOAT WAR

Germans Liken Nation to "Poor Devil" Who Runs Foul of Police

"Germany cannot give in. Germany is hungry. If America were as hungry as we are she would understand why we act as we do." This is how the Dutch correspondent of "The London Daily Express" summarizes a leading article in the Berlin "Vorwaerts" defending Germany's ruthless sea warfare.

"Wilson seems to us a rich landlord," writes the organ of the German Socialists. "What right has he to give his opinion about the case of a hungry, poor devil who gets into trouble with the police for trying to get food he needs to keep him alive?"

Note of Despair in Article

The ring of despair in the "Vorwaerts" article is explained by the latest developments in the German food situation. The deficiencies of the organization of Germany's food supplies grow more and more acute as the winter goes on and are threatening to lead to serious results everywhere.

Recently, at a meeting of the municipal Council of Neukölln, a part of Berlin, a member asked the meeting to urge the responsible quarters to prevent the further decrease in the potato, bread and flour rations, or else the municipal authorities would have to refuse all responsibility for the consequences. Another member supported this, and showed that public discontent had reached a grave pitch.

Once the potato ration had been one pound a day—only just enough, in view of the scarcity of other food. Then it was reduced to four pounds a week, then to the present ration of three pounds a week. But the authorities were even contemplating a further reduction to three pounds in ten days.

The bread ration is also to be reduced, owing to the shortage of potatoes, and all such things as flour, cakes, biscuits, buns, etc., are to be abolished. Instead of potatoes, cabbage and even turnips were to be used to "stretch" the flour, but the prevailing frost had caused a scarcity of these even.

Prospect Grows Worse

Another member protested, amidst general approval, that the new standard bread, which was 60 per cent rye and 40 per cent wheat and "stretchings," was extraordinarily dry and unappetizing. Indeed, he said, if things went on in their present state, without even getting any worse, they would have to shut down the municipal kitchens and all the institutions for the mass feeding of the population. The whole of the blame was put on the authorities and the country people, who, it was said, were living in plenty.

U-BOATS FAILING, DECLARES CECIL

British Minister Says Entry of Supplies Has Suffered Little

NEW BLOCKADE RULE FOR NEUTRAL SHIPS

Will Be Confiscated if Carrying Cargoes for Germans

London, Feb. 20.—"The Western Atlantic, the North Sea and the Mediterranean are not outlaws waters. Murder may be committed on them, but the attempt to hold up all sea traffic there has not succeeded. It is the task of the Western powers and their allies to vindicate once again the freedom of the seas."

This was the reply of Lord Robert Cecil, Minister of Blockade, to a question as to whether he could say anything with regard to the effects of the new submarine warfare.

Lord Robert said a new Order in Council would be issued to-morrow, covering the attitude of the British government toward neutral ships and substituting Halifax for Kirkwall as a port of call for certain neutral vessels, which thereby may avoid the submarine barred zones.

Lord Robert Cecil then entered into details, saying:

"So far it has had very little effect on the entry of supplies to this country, but it has interfered to some extent with trade between neutral nations. For instance, as you know, most of the vessels trading from Scandinavia and Holland and from America put into the United Kingdom by agreement in order to avoid the trouble and danger of visit and search on the high seas. Some of these vessels are reluctant to continue this practice, foolishly, we

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means is that we substitute one form of exercising that right for another, and in order to make our action quite clear, we are declaring at the same time that vessels trying to run the blockade with goods to or from Germany, directly or indirectly, will expose themselves to condemnation in a prize court.

No Bar to Belgium Relief

"We are adding that if they fall voluntarily to enter a British port for examination they cannot complain if their conduct exposes them to suspicion, and, indeed, constitutes a prima facie case that they are engaged in enemy trade."

"This is the meaning of our new proclamation. It will not, I hope and believe, make any practical difference in the present system, which will proceed exactly in the same way it has proceeded hitherto, except that certain ships will be examined at Halifax instead of at Kirkwall."

"In regard to Belgian relief ships, we will not place the slightest obstacle in the way of any agreement whereby they may be able to reach Rotterdam, even should such an arrangement involve a different route from the one they now pursue through the danger zone."

Belgian Four-Master, Pride of King Albert, Defies Submarines

Bark L'Avenir, Sea Wanderer Since War Began, Comes Here for Oil Cargo

A big four-masted bark, grimy and weather-beaten, but with a brand new Belgian flag flying from her stern, passed through the Narrows at dawn yesterday and anchored in the Gowanus Canal. Sea-worn and rusty, she seemed an ordinary ocean "hulk," but high on her stern, glittering in a fresh coat of gold paint, was her name, L'Avenir (the Future), a name given her by a King, the captain said.

"Five years ago," said Captain Andre Lauwerens, "King Albert of Belgium put fifty Belgian boys on this ship to learn the art of navigation and training for officers of the Belgian mercantile marine. As the King was thinking in advance he named the ship L'Avenir. The vessel was the pride of Belgium—so neat, so well equipped, so

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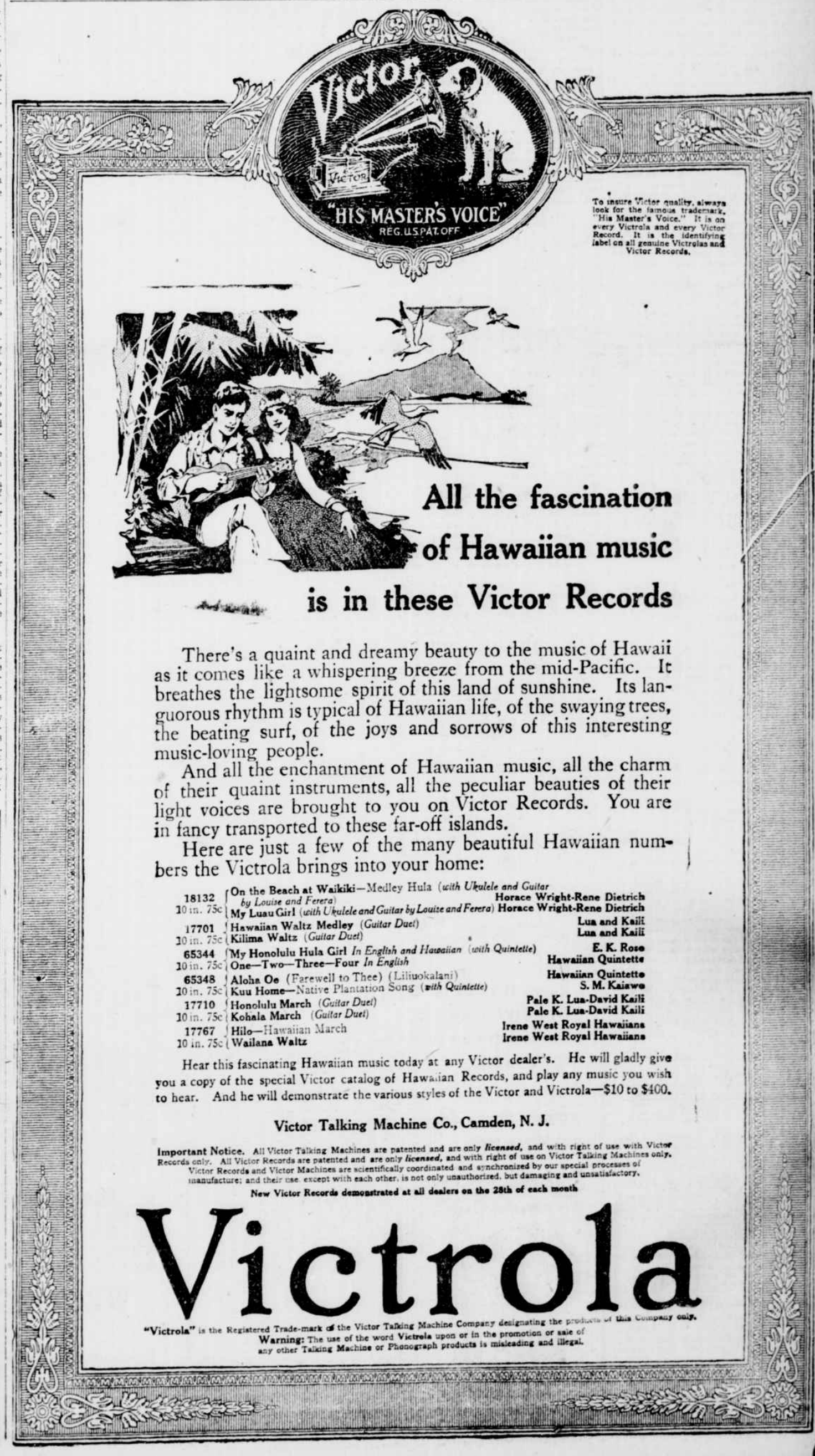
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perfectly in order. The future looked just as attractive then.

"When the war came L'Avenir had to think of the present. She was put into the cargo-carrying business. Her apprentices were sent ashore to fight and her schoolrooms were turned into cargo holds. Since then she has been thousands of miles, seen dozens of submarines, but has been able to keep clear of them."

Many pupils and officers of L'Avenir helped to defend Antwerp from the German attackers. They were the last Belgians left in the forts before the town as the Germans advanced. When Antwerp fell Captain Lauwerens and some of the others fled to Holland and were interned. They escaped by virtue of bogus passports.

L'Avenir slipped out of the Gowanus last night and went to find anchorage at Bayonne. She will wait there until she can get a crew, and then, loaded with oil from keel to bulwarks, will brave all the U-boats that may lie in wait between here and Melbourne, Australia.



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10 in. 75c	Hawaiian Waltz Medley (Guitar Duet)	Lua and Kaili
65344	Kilima Waltz (Guitar Duet)	E. K. Rose
10 in. 75c	My Honolulu Hula Girl In English and Hawaiian (with Quintette)	Hawaiian Quintette
65348	One—Two—Three—Four In English	S. M. Kaise
10 in. 75c	Aloha Oe (Farewell to Thee) (Liliuokalani)	Hawaiian Quintette
17710	Kuu Home—Native Plantation Song (with Quintette)	S. M. Kaise
10 in. 75c	Honolulu March (Guitar Duet)	Pale K. Lua-David Kaili
17767	Kohala March (Guitar Duet)	Pale K. Lua-David Kaili
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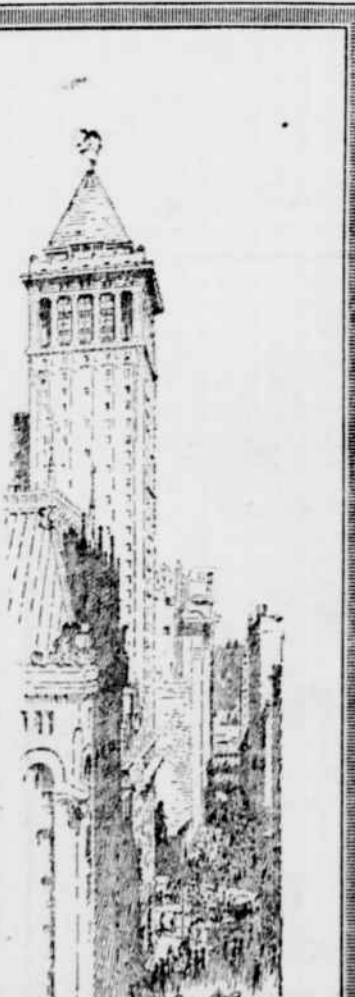
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